

Public Comment Overview

The second workshop for the Western Parkway and Five Points interchange project was conducted on January 22, 2007 at the Cape Henlopen High School. The public was made aware of this workshop through the use of announcements, a public notice, advertisements and the mailing of a flyer. The Project Team presented the Alternatives Retained for Detailed Evaluation (Yellow, Orange and Green) as well as for a proposed grade separated interchange at the Five Points intersection.

Approximately 375 attended the workshop. The workshop consisted of display boards, alternative and project area maps and a brief presentation which was repeated two times. The workshop attendees were given upon entry a set of reduced copies of the display boards, the Alternatives Impact Matrix, a copy of the PowerPoint presentation and a comment form. As of February 27, 2007 (the end of the comment period was February 22, 2007) the Project Team had received 300 comment sheets, letters and e-mails from the public. In addition, a petition was received opposing any grade separated interchange that impacted the Best Hardware Store signed by 3,800 people and a second petition was received from the property owners of Plantations East opposing the Orange Alternative and supporting a grade separated interchange at Five Points signed by 265 people.

The comment form asked people to comment on what they liked and disliked about each alternative, whether there were any other alternatives they would like to suggest and whether they had any knowledge of any historic information in the project area. Below is a table summarizing the comment forms received that were in support of, or in opposition to, the Orange, Yellow and Green Alternatives. In addition, there is a summary highlighting specific comments and themes that were reflected in the comments.

Alternative	Preference	
	Support	Oppose
Orange	31	135
Yellow	28	34
Green	27	25

Orange Alternative

The Orange Alternative would begin at the Five Points intersection and create a four lane roadway down existing Plantation Road ending at SR 24.

Among the reasons in opposition to the Orange Alternative (135 people submitted a comment form opposing the Orange Alternative) were:

- Will impact too many homes
- Plantation Road is already too congested
- There is nothing likable about this alternative
- Too much future traffic
- Does not help the “locals”
- “Boxes in” the Sandy Brae community

- Increases traffic in and through the Sandy Brae community
- Too much noise
- Should be further west

Among the reasons in support of the Orange Alternative (31 people submitted a comment form supporting the Orange Alternative) were:

- Utilized an existing road
- Least expensive
- Least impact to farmlands
- Least impact to wetlands

Yellow Alternative

The Yellow Alternative would begin on SR 1 north of the Nassau Bridge near Red Mill Pond and proceed southwest crossing the railroad tracks and interchanging with SR 9. The new roadway would continue south intersecting with Beaver Dam Road, Robinsonville Road and Cedar Grove Road (at Mulberry Knoll Road) before ending at SR 24.

Among the reasons in opposition to the Yellow Alternative (34 people submitted a comment form opposing the Yellow Alternative) were:

- Too much farmland and private property impacted
- Too costly
- Impacts to the Jimtown community
- Ends abruptly and dumps all traffic on to SR 24
- Impacts to wetlands

Among the reasons in support of the Yellow Alternative (28 people submitted a comment form supporting the Yellow Alternative) were:

- Least disruptive to existing homes
- Fewer property impacts
- Fewer people affected

Green Alternative

The Green Alternative would begin on SR 1 north of the Nassau Bridge near Red Mill Pond and proceed southwest crossing the railroad tracks and interchanging with SR 9. The new roadway would continue south intersecting with Beaver Dam Road, Jimtown Road, and Robinsonville Road. South of Robinsonville Road, it overlaps a segment of Cedar Grove Road before extending south on new alignment to SR 24 (west of Mulberry Knoll Road).

Among the reasons in opposition to the Green Alternative (25 people submitted a comment form opposing the Green Alternative) were:

- Too costly
- Too far away from SR 1
- Impacts the most natural resources, e.g. wetlands
- Dumps all traffic on to SR 24

- Impacts farmland

Among the reasons in support of the Green Alternative (27 people submitted a comment form supporting the Green Alternative) were:

- Least impact to communities
- Most sensible alternative
- Relieves the most traffic

Other Comments

There were a number of comments offered by one or two people in addition to the above comments. The following comments were shared by more than two individuals:

- Should build an elevated highway above SR 1
- A new road is not needed – fix the existing roads